OUR GREAT ARMADA.

[CONTINUED FROM FIFTH PAGE.]

gentie breeze from the West, we looked for the signal grom the Wabash, the flag ship, for getting under weigh. The day passed with the usual stir and bustle in the harbor, some of the transports having steam up ready for instant movement; but no signal rewarded the anxious gaze of the watchers for the blue jack, and night came, thading us still at anchor in the broad Hampton Roods. At about dusk a beat came long side of the Atlantic which had been designated as the headquarters of the commander of the land forces, and an officer from the Wabash conveyed orders that the fleet should sail at day-tight on the following morning, the signal being a gun on the flag ship.

During the night the fleet got up steam, and prepare sailing. Precisely at five o'clock this morning day, before the sun had sent its first ray above horizon, the signal gun was fired from the Wamce, the frigate moved off slowly and magestically, and flately thereafter the other vessels raising their anchors, ot under way, one after another following the Wahrsh lowards the see. At ten o'clock the Atlantic moved from her anchorage, having waited until all the transpor-were under way before joining the column herself. Tw ollowed us. The scene was one of imposing magnificence, ong to be recollected. The day was fair, a gentle westerly breeze scarcely rippled the broad, calm waters the g sunlight, and reflected like a mir-For the forms of the huge ships that glided over its surpeake was thronged with the outward bound fleet, from

the moester frigate, steamer, or the Great Republic Cip. stormy ocean, all flying the Stars and Stripes, and passing out in regular order to their des-ion. The Illinois had run over towards the Rip. Eagle, which seemed to be in distress, as her flag was dying at half mast, Union down. She had got aground but was soon hauled off by the Illinois, aided by the Fanmy Cadwal, laden, and the Octorara. The Illinois then took her in tow and started for the Capes, drawing her as REBELS ON THE WATCH.

leparture was eagerly observed by a crowd of offisers and soldiers from the ramparts of the fort, and from the docks by the idiers. The rebels also watched our movements from the opposite beach, where a company of cavalry trotted up and down in great excitement. They were doubtless a good deal relieved to find that were left in a painful state of ignorance as to its desti passed Willoughby Light Bout, and at half-past one e'clock Cape Charles' Light, and found ourselves at sea-Just before we reached the Cape the little steamer Post Boy ran down to us, and Captain Tailmadge and others bade us "God speed" on our expedition. On passing the Cape we saw before us the great first, strnding as our position was at the head of the middle division of transports we run ahead rapidly and finally took our allotted position two cables' length ern of the Wabash. According to the orders of sa the vessels took their respective positions—the clipper ship Ocean Express in tow of the Baltic, the Golden Engle in tow of the Illinois, the Great Republic in tow of the erbilt, and the Zenas Coffin in tow of the Ocea Queen. The interval between the columns was to be four cables' length; that between the line ab east and in line one and a haif cables' length. This order of sail ing was observed as far as possible by the vessels com posing the fleet until evening, when the wind getting lute the southwest, blew dead ahead, and caused the slow sailers, particularly the new gunboats, and the ferryboat and small tugs, to fall to the rear, and they are

now rapidly dropping astern.

At shout two o'clock we passed the hulk of the Brandy. wine frigate, in tow of the McClellan and a tugboat, steering towards the Capes. They had undoubtedly been ath by the Northwester, and were about to enter the harbor, where the Brandywine will be used as

NOTHING INTERESTING YET-NO SEA SICKNESS. and as I close this day's day's journal we are running at st. Very Mttle sea sickness has manifested itself ng the Third New Hampshire regiment, on board the ic. Nearly all the squadron is in sight at ten

SPECULATIONS ON THE DESTINATION OF THE PLEET. as to the probable destination of the expedition. No or ow positively, though every one has his favorite theory to advance, backed by arguments of great sogency. But, in spite of these arguments, aided by knowing winks and profound movements of the head, well calculated to give an air of knowledge to the orator, we are obliged to fall back on the simple fact that none de the circle of commanding officers know exactly so well kept, gives a guarantee of the ultimate success of nt. Of course we would all be greatly pleased rhaps satisfied, if our innocent curiosity might be gratified by a revelation from headquarters, in which the details exposed in full. But for reasons of those in como few facts are withheld, and we are left in ignorance of everything but the avident fact that that it is possible to keep one secret, and in it I see promises of success. Everything but this has been published in full by the Times and Tribune, destination itself has not been revealed. Their course is justly characterized by all as a palpable breach o dence, which should be reprobated by every right thinking man. It must recoil upon their own her

WEDNESDAY, Oct. 30, 1861. THE SECOND DAY. The wind changed to the southwest during last night

There was also quite a sea kicked up by the strong breez

The gunboats (I refer to the new ones) rolled terribly scarcely any headway at all against the wind and sea. They seemed to have engines of little or ne power, as at sea they lay behind terribly, and greatly delay us in consequence. They may do for smooth water and fair weather, but when they get to sea they certainly fail to show any good sailing qualities.

THE PLEET MOVE SLOWLY. The Wahash also lagged behind, and as we are ordered to keep astern of her we are obliged o run as slowly as we can, and even at that rate it is essary for us to make frequent stoppages until the huge frigate draws ahead again. Most of the ferry boats and tugs run in close to the shore during the night and are not to be seen to-day." It is reported that one of them was seen to put back towards Fortress Monroe. The Vamierbilt towing the Great Republic, and the Illinois with the Goldon Eagle in tow, are ahead of us. Many of the eransports are in a short distance of us, but a majority of few clear out of sight. It is quite evident from the slow pace we are progressing, that it will require a week or more to reach Charleston or Savannah, if either of those points are aimed at.

THE OBSERVATIONS TAKEN.

The result of the Captain's observations at noon to-day was, that we were in latitute 35.29; longitude 75.03-Distance from Fortress Monroe one hundred and eighteen miles; about forty miles from the camp. During the afternoon we were ordered by the Commodore to run

back and bring up the stragglers.

The fleet was a good deal scattered by the blow of the afternoon, and a large number of them were out of

Maps of the Southern States have been in active do mand to-day, by anxious individuals, who are desirous of settling the vexed question of "Where are we That question has not been satisfactorily set tled as yet. Some seem to think that we are going to Matteras Inlet, to cross the Sound, and strike the main canal of North Carolina. Others hold that Beaufort. North Carolina, is to be our destination; and others still think that Charleston is the exact spot, and speak of the necessity of avenging the insult first offered to our coun try's flag while flying over Samter's walls. Savannah is not wanting its advocates; but the place has no as yet been thought of out of a small circle which believes itself to be, and probably is posted. Though little has been said, it looks as though the State of South Carolina

would find our flag floating over its traitorous soil before

another week clapses.

We have had some excellent music to-day, from the Concord Cornet Band, attached to the Third New Hamp-shire regiment. They are performing a good selection of music in a very creditable man-in relieving the casus of sea life.

SEA SICKNESS. There has been considerable sea sickness among the men to-day, in consequence of the roughness of the weather, but the cabin tables are pretty well patronized as yet. There seems to be a perceptible diminution of the appetite all around. This will come about all right in

> THIRD DAY. THURSDAY, Oct. 1, 1861

THE WIND MORE PAVORABLE. This morning we found the weather more propitious The win had changed to the northwest, and the one down until it was nearly smooth.

TWO VESSELS ASHORE.

At twelve o'clock we were again in request by Flag and pick up stragglers. We again turned our bow to the zaccalcos, the Captain of which impressed Captain Eld-ridge that the Baltic and Illinois had been ashore on the fatteras shoals; that the former ship had been extricated the Illinois had lost one of her smoke stacks, but had got off without further damage. The steamer Baltic ha on board forty pieces of ordnance, forty frames for buildings, three hundred wheelbarrows, shovels, picks, &c., and an abundance of heavy canvass. We then bore Ocean Express in tow, apparently in good condition.

A STEAMER AMONG THE BREAKERS. A while after this we saw and bore down to the Illiois, with the Golden Eagle in tow, going along at a slow pace. We spoke her and the Captain informed us that he all right, excepting the less of the smoke stack and that would soon be remedied. He also reported three o'clock this morning, and that he could not afford any assistance to her, in consequence of the breakers being between her and him. He could not tell her name The Illinois was obliged to cast off her tow before she got off, but recovered it again. We offered the Illinois a saying that he could soon get along well enough, as he vas getting steam on another botler. As we could be o no service to her, we again ran towards the fleet.

PORPOISES. Porpoises made their appearance in large numbers near us, and tumbled and gambelled in and out of the water in a most sportive manner, causing a great deal of amuse-ment to the soldiers aboard, who were all alive on the subject. On our course to the fleet we offered tow to the R. B. Forbes, which had in tow a gunboat, but it was

PLEASANT WEATHER. This has been one of the most pleasant days we have yet spent at sea. The evening is pleasant and the deck is crowded with officers and men, listening to the music of the band. Our position to-day at noon was lat. 34 32, ion. 75 48-Distance run, ninety miles.

FOURTH DAY. FRIDAY, Nov. 1, 1861.

STORMY AND SICK STOMACHS. This has been the stormiest and most gloomy day we have spent. There is a heavy wind blowing and the sea s rising rapidly as I write, with every indication of a lerce gale to-night. The ship pitches and rolls consider

cidedly blue. We overtook the fleet at three o'clock this morning At nine o'clock thirty-nine sail of all descriptions were in sight. Where the remained are we know not.

ably, and every one aboard begins to feel and look de

SMALLPOX. A case of smallpox has been reported aboard the Vanderbilt, creating some alarm on that ship. As they have five doctors aboard it ought to be well attended to.

OFF CHARLESTON. At twelve e'clock it is said we are about off Charleston, S. C., and still heading south-It would appear from this that we are not bound for that hotbed of nullification and rebellion. All the boys seem anxious to pay a visit to that place and wipe out the recollection of a great insult and injury perpe rated upon our flag. Just now their feelings of revenge will not be gratified, but, in time, Charleston will have cause to rue the day she opened the great rebellion. THE GALE BEGINS.

This afternoon we were again sent back to collect the missing members of the fleet. The wind had got in the run high, and everything judicated such a storm as would DANGEROUS POSITION OF THE ISAAC SMITH.

At sunset we descried the gunbest Isaac Smith. he was rolling beavily and pitching frightfully, a the mercy of the elements. Her engine was disabled, and her steering apparatus seemed to be useless, as she seemed to lay powerless upon the heaving waters. Her Jack was at half-mast, Union down had gone through her side. Her situation was evidently
of the greatest peril. We essayed several times to get a to tow her, if possible, through the night. Our efforts to was to lay by her during the night, and if an opportunit, offered, to aid her in any way in our power. At seven o'clock, the Florida, gunboat, which had been sent back to take her in tow, came down to her, and also failed in every effort to give her aid. She also laid to by her. At clock, as I close this days journal, we are he disabled gunboat, as the sea had become to high and dangerous for us to continue idly drift-ing by her side. In self-preservation we were compelled to get under way, and lay to head on to the sea. The gale is raging terribly from the southeast, and the sea grows heavier and still heavier as the night approaches. We fear that the Isaac Smith down in the storm, and expect to see her more. The other steamboats and small vessels must also be in great danger; but we trust that a wise Provider may protect them from the fury of the sea and wind.

We saw the Coatzacoalcos running for it towards Fry ing Pan Shoals, where she will doubtless make a harbon She may not succeed, however, as everything is against her. She is not considered a good boat for heavy weather, and she needs all her strength to live out the perils of the night. Our position at noon to-day was— attitude 32 55; longitude 77 57. Distance run 144 miles-PIPTH DAY.

SATURDAY, Nov. 2, 1861. THE STORM.

Last night was so crowded with misery and terror that refer to it with almost a feeling of horror at the bare recollection of its long hours, teeming with discomfort and terrible scenes, which I trust ever again to be stranger to.

The gale increased in violence until midnight, and the sea ran in short waves, fearfully high. We rolled and pitched in a manner that would try the firmest nerves, and which did try those of every passenger upon the ship. The steamer behaved admirably, but seemed too deeply laden to ride the seas as well as she might; but she managed to live through it, and that was quite satisfactory to us. The ship ground and croaked so fearfully that few or none could sleep, and most of the passengers spent a sleepless night in the saloon, or on deck, holding on to the scats, as the ship rolled down, down on one ide, and then pitching down the mountain seas, as though she were going to the very bottom of the ocean itself; then she would roll to the other side, sending baggage, chairs, dishes, &c., over the floor at railroad speed and with a clatter as though everything was one mass of ruins. One sea struck the stern, smashed in the port and flooded the cabin with water. frightened waiter rushed on deck wildly, and said hat the ports were all smashed in, thereby creating a new fear. The ports were quickly stopped up by beds and mattresses by Purser Fordham, assisted by others, and that point was not again visited by a wicked sea during the night. The rain fell in torrents at frequent intervals during the night, causing the sea to run less high. Thus passed the night.

THE GALE SUBSIDES. The morning broke with the gale somewhat abated, and the sea somewhat lower. The sea during the night was magnificent, though terrible. It rolled majestically along with a roar, its crest gleaming in ghastly splender in the darkness and sparkling with a beautiful phosphrescent light whenever the rain drops fell upon it. The white gleam of the wave crests and spray could be seen on every side, flashing like snow drifts in the thick atmos phere, frequently appearing like a vessel's light afar off. This magnificent scene hardly compensated us for the fearful ordeal we passed through, and for one I am quite atisfied with our view.

We saw three or four vessels in the morning, among which were the Wabash, the Great Republic, alone, and the Mayflower steamboat with a signal of distress flying.

THE MAYFLOWER IN TROUBLE. How she survived the night is a mystery. Built for every boat, she lived through a storm that tested the best sea qualities of first class ocean steamers. She got through it with one paddle-box crushed in, but otherwise in good order. We dropped a line astern, employing the same device of a floating barrel to keep the line up, and after two or three unsuccessful attempts the line was caught, a hawser attached to it, and it was drawn aboard our ship. We still have her in tow, and it is generally observed that she behaves beautifully in the heavy sea riding them like a duck and taking but little water for ward. The superior seamanship of Captain Phillips was the only thing, however, that saved the little frail steamboat. His coolness under trying circumstanocs may be slightly appreciated when I mention in little incident that occurred as we came alongside of him in the morning, both vessels tossing about in a choorless manner. The Captain standing on the burricane deck pear the pilot house, observed to Captail Eldridge in the most imperturbable manner—"Captain we had a little rough weather last night;" quietly remov ing his segar as he spoke, and manifesting no surprise concern in regard to the weather. Captain Eldridge was replied quictly-"Yes, we found that out on our ship last Then he offered a tow, which was of course ac cepted. All hands on board the Mayflower appeared t be in a most cheerful frame of mind when we got them it tow, and quite glad to have it so. There is no sign of the disabled gunboat Isaac Smith, and probably we shall no see her again. During the day several other ships ap peared in sight, but none that we could make out. The sea went down rapidly in the afternoon, the wind getting

THE PLEET SCATTERED. The grand fleet is badly scattered; but as they all hav sealed orders, to be opened when necessary, appointing the rendezvous off Port Royal, S. C., we shall doubtless find most of thm there when we reach that point our

SIXTH DAY.
SUNDAY, NOV. 3, 1861.
THE FLEET STILL SCATTERED.
But a small portion of the fleet were in sight from the leck of the Atlantic this morning. The remainder of the vessels must be at or near the rendezvous off Port Royal nee, Daylight, Ben. De Ford, Philadelphia, Locust Point and the steamboat Mayflower, in tow of our ship-a beg garly show, to be sure, but the best that we can do to

The wind abated in strength during the night, and the sca subsided to a very respectable and comfortable condition. Nothing occurred during the day worthy of no We rolled and pitched less and less as the day passed, and by night the sea was quite smooth, and the motion of the ship regular and easy

SABBATH ABOARD. Our chaplain, who had been agood deal under the weather, was not yet well enough to officiate in divin services, so we were deprived of them, and were content to confine ourselves to the singing of religious hymns which were well executed by an improvised choir. day passed dull enough, but we all looked forward with an intense longing, for the morrow. That will bring us enough of excitement and affairs of interest to satisfy u

THE HOPE OF THE MORROW. We hope to land to-morrow, or, at all events, to open the ball on the Southern coast. With these hopes and prospects, we can endure a deal of tedium and ennui. weather grows more and more auspicious. If the fleet without shining upon the smoke of battle.

The Mayflower broke her hawser during the day as created for a time some little excitement, which died away as soon as she was again in tow behind us, which was not many moments you may be assured. The night was lovely, with a smooth sea. Our course was south-west, direct for Port Royal. We took soundings and found bottom at seventeen fathoms, showing that w drawing well in shore.

on our position was, latitude 32.21, longitude 79.27; distruce run sixty-seven miles. We kept well to the rear of the Wabash, and were detained thereby.

SEVENTH DAY. AT THEIR DESTINATION.

At an early hour this morning we stood in for the shore, the Wabash taking the lead. We first made Tybe Light, bearing due west, and immediately thereafter the low shores on either side of the entrance to Port Royal and Beaufort loomed dimly through the voluptuous ha of an Indian summer morning, the trees which skirt then a camera. As we could see but two or three vessels per he rendezvous we did not go far in, but anchored ab ten miles off the shore, and awaited the assembling of the squadron.

THE SQUADRON CONCENTRATING First came in sight the Coatzcoalcos, loaded with troops and one heavy burden was lifted from our minds. could look for nearly all the others. At breakfast welve sail were in sight, and by noon one after anothe had approached on the horizon and joined the fleet, anti-over forty had arrived. Strange to say the gunboas Isaaamong the comers, and steamed gally by, with her desig nating signals bravely flying. Of her heavy armamen but one remained. The balance had been thrown over board to save the ship, but she had safely weathered the gale, and now joined the squadron as little damaged ith the above exception, as any. Her advent was ceived with expressions of wonder and delight. She was like one deemed lost forever, which had turned up just in time. We were all thankful for M. When the fleet had all get in, save those which had been seen bearing to wards our rendezvous, though at a distance, we learned hat the Governor had been lost, and with her twenty of thirty men belonging to the marine corps. The remain der were saved by the Isaac Smith and the frigate S bine. We can get no particulars to-day.

ARRIVAL OF THE BIENVILLE AND SUSQUEHANNA During the morning the Susquehanna joined the fiee and subsequently the Bienville and one or two other gut boats belonging to the South Atlantic squadron loined the fleet, and added a deal to the strength of its offensive po

FINDING THE CHANNEL. During the morning the Vixen, Mayflower, with buoys &c., and two or three gunboats, with men-of-war boats it tow, started to buoy out the channel. They spent the forenoon in that occupation, and succeeded in finding a channel deep enough for all but the deepest draught frigates and transports—but that channel has not been found up to this hour, as far as I can learn. THE TRANSPORTS AND GUNBOATS CROSSING THE BAR

The fleet of transports and gunboats crossed the bar at two o'clock, and anchored in a safe position, secure from any gale that might blow up in any direction.

THE WINFIELD SCOTT BADLY INJURED. The Winfield Scott came in with masts cut away, he ilwarks badly stove in, and everything of a bulky or heavy nature thrown overboard to save the ship. Sh presents a melanchely appearance upon the water. is said to be in a sinking condition. LOSS OF THE PEERLESS.

The steamer Peerless, which long plied on Lake Ontario, between Lewiston and Toronto Canada, was lost in the gale. All on board were saved by the Mohican, gunboat. The Peerles was run into and received damages in her bow and stern which caused her to make water very rapidly, putting out her fires and finally causing her to founder. The captain was the last to leave. He launched the lifeboat himself and, placing his trunk in it, succeeded in reaching in safet the Mohican with all his personal effects, much to his own satisfaction and to the amusement as well honor of the Mohican's officers. All the crew were saved.

DANGER OF THE HOANOKE. The Roanoke, Captain Conch, experienced a dangerous time, too. It was not until after all the deck load, con sisting of clothing, provisions, arms, &c., was thrown overboard, and after two or three hours of terrible bat ling with the elements, in which the life and death of the ship hung trembling in the balance, Captain Conch, the engineer, who was lifty consecutive hours on duty stoward, all the officers of the ship as well as the officers of the Forty seventh New York regiment, did their whole duty throughout the terrible

eal. It was a narrow escape. SUPPOSED LOSS OF THE BELVIDERE. videre, transport, a river steamer built up to an ocean boat, undoubtedly went down with all on board All the horses belonging to the Third New Hampshire regiment, the teamsters and hostlers of the same, were on board this ill fated vessel, and doubtless wont down with her.

This afternoon the gunboats which had run up the bay near to Hilton Island and Phillips Island—which seem to control the channel—were fired into by three rebel steam ers and a battery on shore. The fire was answered by the gunboats, and the cannonading continued quite sharp. ly for an hour or more. As we are laying some eight of ten miles from the scene of action, it is difficult to get at

the result. Probably no great damage was done on either side, though I hear this evening that one of the rebel steamers was disabled by a shot from one of the gun boats, and was towed off by the other two. This may be so, as they hauled off in a great hurry. The contest shows that the enemy are not taken by surprise, and they have defences of a pretty strong kind to pro-tect this important harbor. We have certainly some heavy work before us if we are to gain a foothold on South Carolina soil.

There will be a reconneissance to morrow morning, which shall accompany, towards Hilton Island, and we hope to learn more of the defences and what we are to

All the lights of the fleet on the outside of the bar are out to-night, and everything remains quiet. We shall go over with the heavy frigates and transports at high

tide, nine o'clock to-morrow morning.

The weather is fine as could be desired, the wind gentle and the sea smooth. To morrow will doubtless witness, if all goes right, a contest of a flerce and sanguinary character

> THE EIGHTH DAY. PORT ROYAL, S. C., Sunday, Nov. 5, 1861.

THE RECONNOISSANCE. A very satisfactory and successful reconnoissance was made this morning by Generals Sherman, Wright and Stevens, and Captain Giffmore, Lioutenant O'Rourke, of the Engineers; First Licutenant J. H. Wilson, of the Top ographical Engineers, and other officers, on the tegboat Mercury. The Heratho's specials also accompanied the party, and gained a good view of the enemy's works. Taking an early broakfast on board the Atlantic, the party went on board the Wabash in a small boat, where we remained until sunrise, and then, General Sherman joining the partywe got on the Mercury, and steamed over the bar and up the bay.

THE REBEL PLEET SAUCY. Walle on our way up, the rebel steamers Lady Pavis, flying the blue peanant of Commodore Tatuall, the Hun-tress, an old New York tugboat, and the Screamer, another tug, ran well down to our gunboats and opened fire upon them. The Ottawa, Pembina, Seneca, Pawnee and Isaac Smith itemediately got under way and stood up for them, the rebels retreating rapidly, but continuing to fire as rapidly as possible. Their shots fell far shorts as did our first shots. The genboats stood well up, when a battery on Bay Point, Phillips Island, opened upon them briskly, using some rifled cannon and thirty-two pound. ers. The Pawnee ran in range, and performed some fine shell practice. Several shells fell into and about the bat tery and exploded, but with what result of course canno be stated-doubtless they did good service. The gunboats also cogaged the battery and Tatnail's flotilla, laving well out of range beyond the battery, but fired without doing a great deal of execution, al though many of their shells fell near the battery, The rebel steamers fired from time to time, but their shots tell far short and plunged harmlessly into the water with a splash. After a while, the contest going on, the rebel battery on Bilton's Head opened fire with rifled and shell guns. Their practice was quite good, many shots parsing over and beyond the gunboats, and one shell exploding near the stern of the Pawnee, but doing no damage. The Mercury stood up and get under fine, but as the enemy was paying their regards to the gunboats we escaped any damage, though several shots fell within a hundred yards of us, showing that we were quite in range. The Ottawa stood over to Hilton's Point battery, and sent two or three shells into the encomp-ment about it, and got a shot through her rattlings for

We made out the battery quite distinctly. It is a re gular field work, sodded and two or three months old. It mounts thirteen guns, some of them rifled and probably some heavy columbiads, although they did not use them, probably holding them back in reserve for the grand conflict. The work is quite heavy, and will be hard to take. The work on Phillip's Island is larger than the first, and mounts aftern guns of the most of them look towards the channel, but several are so placed as to command the shore when a landing can be effected. There is another battery at Phillips' laland below Bay Point battery. There are as yet no guns below hay Point battery. There are an yet no gurss mounted, although the earthwork is completed. They are doubliess laboring night and day to perfect it and put it in the best possible condition. There seems to be a second battery of elevon guns above Hilton Head, but it

did not open fire at all, and we hardly know really is. THE BETURN TO THE PLEET. After concluding the reconnoiseance we started back to the fleet. We found the Wabash, Susquehans, Atlantic and the other deep steamers had crossed the bar, and were safely anchored in the bay. On boarding the Wabash we heard the busy note of preparation for the dred yards of the battery, to silence it or be sunk. Re naining a short time aboard, we returned to the Atlantic leaving the General in conversation with Commodor at in regard to the new development of affairs. earn that it was concluded to silence, if possible th Hilten Head battery by the fleet, then land the troops on the island. Once a footbold gained

s is quite certain that we could sustain our position. THE PLEET UNDER WAY. At about four o'clock, the flag ship signalled the flees to get under way. In a few moments she was steaming easily up the bay, leading the fleet in the following order:—Wabash, Sasquebanna, Mohican, Semmole, Pawne and the gunboats Attawa, Pumbina, Seneca, and Una

THE REBEL BATTERY OPENS.

They moved slowly up, and when at long range the Hilton Head battery fired two shot at the Wabash, which when she found she was getting in range turned, and came to anchor, as the hour was two late to begin a con est which could not be brought to a termination before larkness obscured or wholly prevented the aim of the gunpers. The fleet followed the example of the flagshin nd came to anchor just out of range of the enomie's hat teries on Bay Point and Hilton Head.

THE REBEL PLEET TAKE TO THEIR BEELS. Two or three rebei gunboats which composed the fleet of Commodore Tatnall, whose broad blue pennant was fly. ing at the fore of the steamboat Lady Davis as proudly and effantly as though he had a hundred line-of-battle ships [CONTINUED ON TENTH PAGE.]

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66, 45, 8, 34, 66, 68, 41, 40, 11, 29, 49, 4, 2.

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The Best Soap for House Use Is Pyles' O.

Direct.

Battey—Maynews.—On Tuesday, November 12, in the Trinity chapet, by the Rev. J. H. Price D.D., Gronge M. Baure to Miss Yightsu Mattews, all of 4th city.

GOODMOGE—LE ROY.—On Tuesday', November 12, at St. George's church, by the Roy. S. H. Tyng, DD., Erra R. Gronge's church, by the Roy. S. H. Tyng, DD., Erra R. Grongenge to Mary C., daughter of Jacob Le Roy, Fest. Lynn—Hass.—At Thiladelphia, on Monday, November 4, by the Rev. Robert C. Matiack, Mr. Juan G. Lynn, of Trinidad de Cuba, to Moss Jennie L. Haas, of Plaiadelphia, eldest daughter of the late Join Hass, Feq. Schildso—Harnort.—On Tueslay, November 12, by the Rev. Mr. Pholips, Mr. F. W. F. C. Schillen, of Montreal, to Miss Ergelle Harriort, of this city.

Died.

Bares.—At Fouth Adams, Mass., on Friday. November 8, of consumption, br. Chranas E. Bares, of Brooklyn, in the 20th year of his age.

Burkley.—On Wednesday, November 13, of comsumption, Themas Burkley, aged 27 years, a mative of Lusmagh, King's county, Ireiand.

The friends and relatives of the family, and of his brother John, also his brother-in-laws, Andrew and James Killeen, are respectfully invited to attend the funeral, on Friday afternoon, at two o clock, from his late residence, corner of Fifty litth street and Third avenue.

Burke.—In Suth Brooklyn, on Tuesday, November 12, after a short illness, Anna A. Burke, wife of Jeremiah J. Burke, aged 28 years.

The friends of the family are requested to attend the funeral, from her late residence, in Dikeman street, between Conver and Van Brunt streets, Brooklyn, this (Thursday) afternoon, at 2 o'ch ck.

Cais.—On Tuesday, November 12, of consumption, John Cais, a mative of county Sigo, freland.

The friends and acquisitances of the family, and those of his brother-in law, Feier Carroll, are respectfully invited to attend the funeral, his (Thursday) afternoon, at half-past one o'clock, from his late residence, No. 321 East Eighth street, between avenue B and C. Cairant.—On Wednesday morning, November 13, at his late residence, corner o' Willoughly and Fleet streets, Brooklyn, Farrick Cairent, and in the 33d year of his age. A requiem high mass will be celebrated this (Thursday) foreigon, at eleven o'clock, in the church of Our Lady of Mercy, Dobevoise street, Brooklyn, inmaintately after which the remains will be removed to Caivary Cemetery for interment.

or interment.
The friends of the family are respected a davited to

The friends of the family are respectful avited to attend without further notice.

Canson...—On Weinesday, November III. Cannon., eged 82 years; a native of Jamestow recently, Ireland.

The friends and acquaintances are recently invited to attend the funeral, on Friday afternoon, we o'clock, from her late residence, 120 therry street. The remains will be taken to Caivary Connectory.

Cass.—On Wednesday morning, November 13, of congestion of the brain, Mary Ann, youngest daughter of Peter and Sophia Cass.

The relatives and friends of the family are respectfully invited to attend the funeral, on Friday afternoon, at one o'clock, from the residence of her parents, 108 West Seventeenth street, without further notice.

Charyax.—On Tuesday morning, November 12, Rev. Dugwing Clarman, aged 68 years, a soldier in the war of 1812, and a minister of the Gospel for the last forty years.

Only the actions of the last.

1812, and a minister of the Gospel for the last forty years.

Only the actions of the just Smell sweet and blossom in the deat.

The friends and relatives of the family are invited to attend the funeral, from 118 Varick street, this (Thursday) afternoon, at one o'clock, without further notice.

CLANK.—On Wednesday morning, November 13, after a short illness, Mrs. Many CLARK, wife of Joel Clark.

The relatives and friends are invited to attend the funeral services, at her late residence, No. 148 East Forlieth street, on Friday morning, at half-past nine o'clock, without further notice. The remains will be taken to New Jersey for interment.

Cong.—In Williamsburg, on Tuesday, November 12, at 101 North First street, William Cons, a native of Edinburg, Scotland, aged 57 years and 7 months.

The relatives and friends of the family are respectfully invited to attend the funeral, from his late residence, 101 North First street, near Sixth, this (Thursday) morning, at tan o'clock, without further invitation.

Onwird.—At Gloswood, Westchester county, N. Y., on Wednerday afternoon, November 13, JANK A., wife of Walice L. Crowell, and eldest daughter of Elkanah and Mary Vanderhoven, in the 41st year of her age.

Wednerday afternoon, November 13, Jane A., wife of Wallace L. Growell, and elect daughter of Eikanah and Mary Vanderhoven, in the 41st year of her ago.

The funeral will take place at Mettchia, N. J., on Friday afternoon, at two o'clock. Cars leave Jersey City, from the foot of Cortlandt street, at twoive o'clock, via New Jersey Railread.

Bonan, in the 19th year of his ago.
The relatives and friends of the family are invited to attend the funeral, at Westchester, this (Thursday) afternoon, at two o'clock, from his late residence, 125th street, without further invitation.

Eussun.—On Taesday, November 12, Alwert L. Elderd, in the 59th year of his age.
The friends and relatives of the family are invited to attend the funeral, from the residence of his hotsherina, John I. Dowe, No. 520 Grand street, this (Thursday) afternoon, at hif-past one o'clock.

Kingsten papers please copy.
Friend.—On Wednesday morning, November 13, at three o'clock, Mrs. Mary Asy French, aged 27 years.

The funeral will take place this (Thursday) afternoon, at half-past twelve o'clock, from her late residence, No. 223 Sixth street. The friends of the family are invited to attend without further notice.

Friends.—On Tuesday evening, November 12, Halener, wife of Benjamin S. French, need 66 years.

The relatives and friends of the family are respectfully invited to attend the funeral, this (Thursday) afternoon, at one o'clock, from her late residence, No. 186 O'chard street.

Gasten.—On Tuesday morning, at two o'clock, November 10 and need to all parts of the family are invited to a friends of the family are invited to a freed the funeral, this (Thursday) afternoon, at one o'clock, from her late residence, No. 186 O'chard street.

Gasten.—On Tuesday morning, at two o'clock, November 10 and 10 a

at one o'clock, from her late residence, No. 188 O'chard at reet.

Garran.—On Tuesday morning, at two o'clock, November 12, of inflammation of the bowels, Mary Frances, the only child of John F. and Frances H. Garran, and grand-daughter of the late Henry P. Wammaker.

The relatives and friends of the comily are respectfully invited to attend the funeral, from the residence of her grandmother, 172 West Thirty third street, this (Thursday) afterneon, at two o'clock.

Hall.—On Tuesday, November 12, of dropsy on the brain, Warran N., youngest son of Elwin and Harriet Hell, aged 1 year and 27 days.

The relatives and friends of the family are respectfully invited to attend the funeral, this (Thursday) afterneon, at one o'clock, from No. 137 East Seventeenth street, without further invitation.

Newark papers please copy.

Jansen.—In Wednesday, November 13, Funderich Jansen,—In Wednesday, November 13, Funderich Jansen, aged 47 years, 2 months and 28 days.

The friends of the family are respectfully invited to attend the funeral, this (Thursday) afterneon, at half-past twelve o'clock, from his late residence, No. 137 Reade street.

Kann.—On Tuesday morning, November 12, Branan

past twelve o'clock, from his late residence, Reade street.

Kark.—On Tuesday morning. November 12, Errard Kark, aged 58 years, a native of the parish of Balluscullin, county berry, treland.

The friends of the family are respectfully invited to attend the funeral, this (Thursday) afternoon, at one o'clock, from No. 264 West Twenty-eighth street.

KERLER.—In Wilton, Conn., on Monday, November 11, Harrig Irrard, only daughter of Lyman and Harriet O. Keelef, aged 2 years, I month and 5 days.

San Francisco papers please copy.

Million.—On Taesday, November 12, John Million, the son of Thomas and Ann Million, aged 29 years, 3 months and 15 days.

son of Thomas and Ann Million, aged 29 years, 3 months and 15 days.

The friends and acquaintances of the family are respectfully invited to attend the funeral, from his late residence, No. 236 East Thirteenth street, this (Thursday) afternoon, at two o'clock.

PERLAN.—On Tuesday, November 12. MARY, widow of Timothy Phelan, aged 65 years and 6 months.

Her friends, and those of her son, Michael J., and brother. in-law, Daniel Phelan, are respectfully invited to attend the funeral this (Thursday) morning, at haif yeat nine o'clock, from her late residence, No. 319 West Sixteenth atreet, to St. Jeseph's church, where a solemn requiem mass will be celebrated, and from thence to Caivary Cometery.

Cometery.
SENDSTACKEN.—On Wednesday, November 13, Otto
Withhelm, son of Hinrich and Elizabeth Sengstacken, aged

Wherea, son of Hinrich and Elizabeth Songstacken, aged 1 year and 2 months.

The relatives and friends are requested to attend the funeral, from his late residence, No. 2 Rector street, on Friday afternoon, at two o'clock. The remains will be interred in Greenwood Cometery.

Tarscorr.—In Brooklyn, on Wednesday, November 13, Eliza, only daughter of James T. and Lavinia S. Tapscott, aged 10 months and five days.

The family and friends are invited to attend the funeral, from No. 20 Cheever place, Brooklyn, this (Thursday) atternoon, at three e clock.

Vestilance.—In Brooklyn, on Tuesday. November 12, of serous apoplexy, Brooke Vestilance, aged 42 years, 10 months and 12 days.

The relatives and friends of the family are invited to

onths and 12 days.

The relatives and friends of the family are invited to tend the funeral, this (Thursday) alternoon, at one clock, from his face residence, No. 63 Lequeer street. Wescorr.—In Jersey City, on Wednesday excaing, Noember 13, at eight o clock, Samuri Wiscorr, in the 50th

year of his age.
Notice of funeral will be given in to-morrow's papers.

Winra.—On Wednesday, October 20, on board the United States steamship Louisians, off Chimotesque Island, after a short but severe libress, brought on by exposure is the discharge of his duty, John White, Acting Master, United States Navy, aged 33 years, late in command of the United States among schooner John Wesley.

WHITEMERICA.—On Wednesday, November 13, of dropsy on the brain, Carlans, youngest daughter of Peter H. and Elizaboth Whiteberry, aged 12 year and 2 months.

The friends of the family are respectfully invited to attend the funeral, on Friday aftermon, at half-past one o'clock, from No. 199 Ainsile street, b-tween Smith street and Bushwack avenue, Brooklyn, E. B., without further invitation.

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Mesora Thos. Allicors & Co. Enc. sed I send you as order for your excellent Persons Plasters. They have do no me
a great deal of good. Two years ago, on the lith of which I was run over by a lumber wagon, with in lumred my back
was run over by a lumber wagon, with in lumred my back
of the season of one of the signions processes (this lowest joint of the season of the signions processes the between for to broke off one of the signions processes the between for or of the school. A my post point is a season to be a season of the signions processes the season of the signions processes that he was a season of the significant of the lowest part of the season of the significant season of the significant season of the significant season of the significant season before, but had not not receive them, I must say some of their prescriptions I did not follow. I gave up all hepso or permanent relief from pain, when I hapsened to read your advertisement, while I have seen before, but had not not not seen before, but had not not adoltance to the season before, but had not not seen before, but had not not not seen before, but had not not seen before seen seen to be seen to see the seen to see the fore the seen to be seen to see the see

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